



# **ASSOCIATED TRANSPORTATION ENGINEERS**

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## **RECEIVED**

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**CITY OF SANTA BARBARA  
PLANNING DIVISION**

May 3, 2006

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### ***REVISED PHASE I TRAFFIC AND PARKING ASSESSMENT FOR THE 318 STATE STREET MIXED USE PROJECT - CITY OF SANTA BARBARA***

Associated Transportation Engineers (ATE) has completed the following Revised Phase I traffic and parking assessment for the 318 State Street Mixed-Use Project, located in the City of Santa Barbara's downtown area. This revised study addresses the comments submitted by City staff on the original study completed by ATE (dated November 8, 2005).

#### **PROJECT DESCRIPTION**

The project site is located on the east side of State Street, just north of U.S. Highway 101. The site consists of two parcels that currently contain 41,470 gross square feet (sf) of retail, office and manufacturing uses (40,364 sf net) and a single family residential unit. The existing uses would be demolished and replaced with 29,653 gross square feet of commercial/office space (29,594 sf net) and 33 market rate and affordable condominium units ranging in size from 1 to 3 bedrooms.

A total of 99 parking spaces would be provided in an underground garage. Access to the garage would be provided via a single driveway on Anacapa Street. It is noted that the project is located within the City's parking Zone of Benefit area which has been established along the State Street corridor.

#### **EXHIBIT G**

## PROJECT TRIP GENERATION

A trip generation analysis was completed to determine the level of traffic that would be generated by the proposed mixed-use development compared to the level of traffic generated by the existing on-site uses. This analysis is intended to provide City staff with the traffic data needed to determine the level of environmental review required for the project. The trip generation rates and assumptions used to determine trip estimates for the existing and proposed site uses are listed below.

### Existing Site Uses

Land Use Assumptions. The project site is currently occupied by a wide variety of uses, including: retail uses such as cafes, clothing retailers, and a bike gear shop; dance, artist, photography, and yoga studios; office uses; several fitness centers, and manufacturing uses (slipcover manufacturing). A list of the tenants of the building is attached for reference. The trip generation analysis assumes that 60% of the existing building is occupied by retail uses, 30% is occupied by office uses, and 10% is occupied by manufacturing uses. General percentages were developed to segment the existing building uses rather than using a specific breakdown from the tenant list because some of the building area is currently vacant. The 10% manufacturing assumption includes the area occupied by the manufacturing tenants and accounts for some of the lower intensity uses that do not fit into a retail or office definition, such as the artist studios.

Trip Generation Rates. The rates listed in the Institute of Transportation Engineers (ITE) Trip Generation manual (7th Edition)<sup>1</sup> for Specialty Retail Centers (Land Use Code #814) were used to estimate the traffic generated by the existing commercial uses located on the site. The ITE report describes Specialty Retail uses as "small strip shopping centers that contain a variety of retail shops and specialize in quality apparel; hard goods; and services such as real estate offices, dance studios, florists and small restaurants. This description was determined to be a good match for the existing retail uses.

The Specialty Retail trip rates were developed using the equations based on building size (rather average rates). Because no A.M. peak data is available in the ITE Trip Generation manual for the Specialty Retail category, 3% of the ADT was assumed per the SANDAG Traffic Generators manual (ADT rate times 0.03 = A.M. peak hour rate). A 10% "pass-by" adjustment was applied to the retail trips to account for the project's location on State Street and the resultant drop-in trips that would occur from traffic already travelling on the adjacent roadways.

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<sup>1</sup> Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003.

For the office uses, the ITE rates for General Office (Land Use #710) were used. The equation rates from the 7th Edition of the ITE report were used to estimate average daily and A.M. peak hour trips based on the size of the office area. The equation rates from the 5th Edition of the ITE report were used to estimate P.M. peak hour trips. The equations from the 5th Edition were used because the equations contained in the 7th Edition report are faulty for small size office projects.

The average rates listed in the ITE Trip Generation report (7th Edition) for Manufacturing uses (Land Use Code #140) were used for this land use category, and the average rates for Single Family Detached Housing (Land Use Code #210) were used for the single family house located on the site.

### **Proposed Project**

Land Use Assumptions. The project architect has indicated that there are no specific tenants identified for the future commercial building, and that the future uses in the building would be determined by the market. The analysis completed for the proposed project therefore assumes that the new building would be occupied by a mix of office and retail uses similar to the existing breakdown (40% office and 60% retail).

Trip Generation Rates. The ITE General Office and Specialty Retail Center equation rates were used for these components of the project, as described above. The average ITE Condominium rates (Land Use Code #230) were used to estimate the traffic generated by the market rate and affordable condominium units. No adjustments were made to the ITE rates to account for the mixed-use nature of the site, thus presenting a "worst-case" analysis of project trips.

It is noted that the trip generation analysis is based on the gross building square-footage statistics provided by the project architect and include all of the building space as measured in the ITE trip generation report (within the outside faces of exterior walls). The statistics provided include 41,470 gross square feet for the existing building and 29,653 gross square feet for the future building.

Table 1 compares the trip generation estimates developed for the existing and proposed site uses.

**Table 1**  
**318 State Street Mixed-Use Project**  
**Existing and Proposed Land Uses Trip Generation Comparison**

Land Use	Size(a)	Pass-By Factor	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
<u>Proposed Uses</u>								
Condominiums	33 Units	–	5.86	193	0.44	15	0.52	17
Retail (60%)	17.792 KSF	10%	44.90	719	1.35	22	3.61	58
Office (40%)	11.861 KSF	–	21.78	258	2.87	34	3.26	39
Subtotal	29.653 KSF			1,170		71		114
<u>Existing Uses</u>								
Single Family	1 Unit	–	9.55	10	0.75	1	1.01	1
Retail (60%)	24.882 KSF	10%	44.29	992	1.33	30	3.26	73
Office (30%)	12.441 KSF	–	21.55	268	2.85	35	3.22	40
Manufacturing (10%)	4,147 KSF	–	3.82	16	0.73	3	0.74	3
Subtotal	41.470 KSF			1,286		69		117
<b>Net Change</b>				<b>-116</b>		<b>+2</b>		<b>-3</b>

KSF = 1,000 square feet.

(a) Trip generation analysis based on gross square feet of building area.

The data presented in Table 1 show that the proposed project would result in a net decrease of 116 ADT and 3 P.M. peak hour trips. The project would result in a net increase of 2 A.M. peak hour trips. Because the project results in a net increase of less than 5 trips generated during both the morning and afternoon peak hour periods, no traffic impacts would be generated based on City impact thresholds.

## **PARKING ANALYSIS**

### **Parking Supply**

The project is proposing to construct 99 parking spaces located in an underground parking garage.

### **City Zoning Ordinance Requirements**

The project site is located within the City's Parking Zone of Benefit area which has been established along State Street. The Zone of Benefit percentage for the westerly parcel is 80% and the Zone of Benefit percentage for the easterly parcel is 10%. Figure 1, attached to this letter, shows the City Zone of Benefit map for the site.

The City of Santa Barbara has historically considered downtown parking resources to be effectively full when they exceed an occupancy level of 85%. The City has used this 85% occupancy level as a guideline for determining whether the Zone of Benefit parking resources apply to a particular parcel adjacent to the City Parking Lots.

The closest City parking lot to the 318 State site is Lot 12, which is located across State Street from the project site on the corner of State Street and Gutierrez Street. Occupancy data provided by the City for this lot shows that occupancies exceed the 85% level on Fridays, Saturdays and Sundays (see attachments for occupancy the lot data). Because existing occupancies exceed the City's 85% threshold level, no Zone of Benefit parking reductions were applied to the parking calculations completed for the project.

The City's Zoning Ordinance parking requirement ratios for each of the project components are summarized below:

CBD Condominiums (Mixed-Use Developments)	1 space/unit
Commercial Buildings in the CBD	1 space/500 SF

Based on these ratios, the project's Zoning Ordinance parking requirements were calculated as shown below in Table 2. As noted above, these calculations assume no Zone of Benefit parking reductions for the site given the existing occupancies in City Parking Lot 12.


**Table 2**  
**State Street Mixed-Use Project**  
**Zoning Ordinance Parking Requirements - No Zone of Benefit Reductions**

Land Use	Size	City Parking Ratio	Parking Space Requirement
Condominiums	33 units	1.00 space/unit	33 spaces
Commercial	29,594 SF	1 space/500 sf	59 spaces
<b>Total Requirement</b>			<b>92 Spaces</b>

The data presented in Table 2 show that the Zoning Ordinance requirement for the project is 92 parking spaces with no credit for the Zone of Benefit reductions allowed at the site. The 99 spaces proposed for the site would satisfy this requirement.

This concludes our revised Phase I trip generation and parking analysis for the 318 State Street Mixed-Use Project.

Associated Transportation Engineers



Scott A. Schell, AICP  
Principal Transportation Planner

SAS:wp

attachments

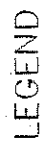
## Howe Family Partnership

316 - 324 State St., 319 - 321 Anacapa St.  
Santa Barbara CA 93101

## Tenant list as of 3/1/05

Address	Square Feet	Tenant	Use
<b>State Street</b>			
316	858	BarCareers.com	telemarketing
318	1,266	LuckyFish, Inc.	retail
318-A	367	Van Tsaros	office
318-B	725	Joe Wallace	office
318-C	785	CA Peace Action	office
318-D	357	vacant	
320	1,900	Santa Barbara Boxing	fitness center
322	6,507	Rodney Gustafson	ballet studio
324	1,500	Big Gear Bike Gear	retail
324-B	1,120	Beachbreak Café	cafe
324-C	2,278	Lady Firm, Inc.	fitness studio
324-D	826	Jay Farbman	photographic studio
324-E	1,100	Steven Dwelley and Michelle Nichols	yoga studio
324-G	1,550	Donna Bradley	artist studio
324-H	2,000	Special Needs Project	retail
<b>Anacapa Street</b>			
319	4,970	vacant	
319-A	2,961	Rodney Gustafson	ballet studio
319-B	1,480	Janet Adderley	dance studio
319-C	1,152	Summerhouse	slipcover manufacturing
321	3,100	Strategic Incentives, Inc.	office/showroom
321-A	610	Summerhouse	slipcover manufacturing
321-B	908	Carter Dye and Claire Dye	dance studio
321-C	1,150	Patricia MacDonald	artist studio
321-D	2,000	David Florimbi	artist studio
<b>Total</b>	<b>41,470</b>		

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ASSESSOR'S BLOCK NO.

ASSESSOR'S PARCEL NO.

PARKING ZONE OF BENEFIT  
% CREDIT

DELINEATED AREA



# Lot 12 Occupancy Graphs September 2004 vs. September 2005 Based on 95 Total Spaces ■ Sept - 04 ■ Sept - 05

